



**King County
International Airport**

Department of
Construction & Facilities Management

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September 15, 1999

Gary Zarker, Superintendent
Seattle City Light
700 Fifth Avenue, Suite 3100
Seattle, Washington 98104-5031

Dear Gary:

Thank you for your July 22, 1999 letter. I apologize for the delay in responding. For some reason, the original letter never arrived at this office. We did not receive a copy of Executive Sims' copy, which arrived at his office on August 9, until after I had left for a four-week vacation. Now that I'm back (this is my first week back), I'm happy to reply.

Environmental Impact Statement (EIS) and Section 106 Process

You mentioned concerns about integration of Section 106 consultation and preparation of environmental documents, noting that certain steps in the Section 106 process such as designation of the area of Potential Effect have not yet begun. The consultants did not provide the Airport with the list of sensitive sites that might possibly be affected by the Airport's runway shift proposal until after I had gone on vacation. Now that I have it, we have enclosed it. It may have been distributed at our meeting with agency representatives yesterday, but after I left.

That list identifies sites that are located within the Airport's 65dnl noise contour. The work still not yet completed will determine what the increase in noise (and vibration) is expected to be as a result of the proposed runway shift. Until we have that information, and specifically, what the projected noise and vibration increase at the Steam Plant would be, there is not enough information available to define the area of potential effect.

We continue to hold our monthly agency meetings and keep the State Historic Preservation Officer, your staff, and other relevant agency representatives up to date on our progress. We will tell them tomorrow that the EIS publication date has been delayed due to the consultants not having completed the analysis yet.



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Scope of Section 106 Review

Since we talked last, several new developments have occurred, which will affect the Section 106 review. The Airport and its consultants have concluded that the Runway Protection Zone ("RPZ", the restricted use area beyond the 1000 X 500 foot Safety Area) could be reduced to regulatory minimums. It turns out that the current RPZ is actually larger than the FAA's mandatory minimum size. We are therefore considering changing our proposal for the Master Plan to reduce the RPZ to that minimum. This information was presented to the agency representatives, including your staff, yesterday.

This has some benefits to our mutual issues. This change helps remove the need to paint the Steam Plant with a checkerboard. We continue to have concerns about the proximity of the Steam Plant to the runway, because it is the controlling obstruction for approaches from the north, and its existence will continue to mandate higher minimum visibility requirements than if it were not there. But at least it is sufficiently offset from the Runway Protection Zone minimum requirements to no longer feel the checkerboard is needed.

The need for a different access to the Steam Plant still exists, however, for two reasons. First, a portion of the 13th Street access route to the Steam Plant from Albion remains within the reduced RPZ. Second, the Airport needs to improve its security and the requisite fencing needed to assure security along 13th Street is still incompatible with the RPZ requirements.

We will not be able to lease any portion of the Great Western Soils parcel to the City. However, our recent property survey has identified an area adjacent to the Steam Plant parcel on the north that is actually owned by the City, even though it has been assumed to be part of the Great Western Soils parcel. Fortunately, this parcel adjustment is smaller than the other parcel adjustment that was identified – an area east of the Steam Plant that is actually Airport property but has been used by the City and Steam Plant. We should therefore be able to accommodate property boundary corrections without any net debt to the City, and this correction should also provide a portion of the additional space to the north that your staff has requested.

We would like to set up another meeting with you and your staff to review the survey findings and discuss this in greater detail. In the meantime, we again request the additional information previously requested in our meeting with you that portrays the vault on the north side of the Steam Plant that limits the use of Steam Plant land in that area.

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We have a fencing proposal to review with you as well at that meeting. The fence would be installed on Airport property and would include a gate sufficiently wide as to present no obstructions to any access from 13th Street during the time we are working out other access arrangements.

EIS Scope

As we have indicated before, the Master Plan EIS will include analysis of impacts of associated changes in taxiways as well as any other construction required to accommodate the proposed runway shift.

We have provided the vibration methodology to City staff, but it is the vibration analysis that, in part, accounts for delays in the consultants' work on the EIS. We have not seen this work yet and therefore cannot provide it yet. Again, you have our assurances that when it is available, we will share it. I am not sure of the details behind all of the other items listed in the last paragraph of page 3 in your letter, but I will check with my staff on those and will be sure that you are satisfied.

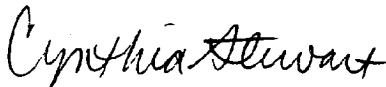
Public Assembly at the Steam Plant

Thank you for your assurances about care to generate FOD at the Steam Plant. I agree that the installation of fencing will help this. We appreciate your sensitivity to this crucial matter.

Thank you also for your assurances that you will support us in removing roadblocks to the processes, Section 106, etc. I will certainly forward that assurance to the FAA as well.

I look forward to our next meeting. Thank you again for your letter.

Sincerely,



Cynthia Stewart
Airport Manager

cc: Paul Schell, Mayor, City of Seattle
Ron Sims, King County Executive
Allyson Brooks, State Historic Preservation
Officer
J. Wade Bryant, Manager, Seattle ADO,
FAA

Ann Hooker, Historic Preservation Officer, FAA
Stephanie Toothman, Cultural Resource Team
Leader, NPS
Druscilla J. Null, Advisory Council on Historic
Preservation